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1992

Illinois Crash Facts and Statistics

Illinois Department of Transportation
Division of Traffic Safety

A Message From Governor Edgar

Jim Edgar, Governor

Dear Reader,

This publication, "Illinois Traffic Crash Facts and Statistics for 1992," is designed to serve your needs in researching and reviewing motor vehicle crash involvement in Illinois. You will notice that over the last decade we have made substantial progress in our ability to reduce the tragedies caused by motor vehicle crashes. In each of the last two years, the number of individuals fatally injured in traffic crashes was lower than it has been since 1944. The mileage death rate is now 1.6–the lowest in history.

I encourage you to share the information from this booklet with others. Public awareness of traffic safety problems is the first step toward creating a safer driving environment for Illinois motorists. Whether you represent the media, are working on a school project or are involved in other activities related to highway safety, you are important to this effort. If you have a question that this booklet does not answer, please feel free to contact the Illinois Department of Transportation, Division of Traffic Safety by phoning 217/782-2575 or 800/526-0844 (TDD only) or by writing to 3215 Executive Park Drive, P.O. Box 19245, Springfield, Illinois 62794-9245.

Your interest and involvement in traffic safety issues are appreciated. You may be assured that we will continue to work in every way possible to reduce the toll of deaths and injuries that traffic crashes exact on our highways. Also, we will continue to provide statistical information to measure our progress and direct future activity in this effort.

Sincerely,

Jim Edgar

Jim Edgar

Acknowledgements

The Division of Traffic Safety would like to express its appreciation to the local, county, and state law enforcement agencies for their assistance in investigating and reporting traffic crashes and to the coroners and Medical Examiner of Cook County for providing pertinent information. Without the efforts and cooperation of these individuals, this publication would not have been possible.

Kirk Brown
Secretary of Transportation

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Director of Traffic Safety

Compiled by:

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Quick Facts

1992		1992 Versus 1991	
Persons Killed	1,384	Travel	+ 2.6%
Persons Injured	154,621	Reported Crashes	- 3.9%
		Travel-Death Rate	- 5.9%

General

- 74.6 percent of the reported crashes in 1992 involved property damage only.
- For each person killed, there were 112 injured.
- One person was killed every 6 hours and 20 minutes due to a traffic crash.
- One person was injured every 3 minutes and 24 seconds due to a traffic crash.

Economic Costs[1]

- The total estimated cost of all crashes in Illinois for 1992 was $5.1 billion.
- Each fatality was estimated to cost $880,000.
- An incapacitating injury ('A' Injury) was estimated to cost $32,600.
- A nonincapacitating evident injury ('B' Injury) was estimated to cost $10,700.
- A possible injury ('C' Injury) was estimated to cost $6,700.
- A property damage crash was estimated to cost $6,500.

Fatal

- 1,384 persons were killed in 1,249 fatal crashes in 1992.
- There was an average of 1.1 deaths per fatal crash.
- 26.8 percent of the fatal crashes occurred at intersections.
- 45.8 percent of all fatal crashes occurred on rural roads.
- Over 82 percent of fatal crashes occurred during clear weather.
- 77.3 percent of fatal crashes occurred on dry roadways.
- 43.1 percent of fatal crashes this year occurred during daylight hours.

Alcohol

- 47.6 percent of the fatally injured drivers who were tested had a positive Blood Alcohol Concentration (BAC).
- 48.0 percent of the fatally injured drivers 16-24 yrs. old who were tested had a positive BAC.

[1]Based on estimates made by National Safety Council for 1992. The estimated costs are a measure of the dollars spent and income not received because of crashes, injuries, and fatalities.

Quick Facts *(continued)*

Pedestrian

- 190 pedestrians were killed in 1992.
- There were 33 fewer pedestrian deaths in 1992 than in 1991.
- For each pedestrian killed, there were 49 injured.
- 18.4 percent of the pedestrians killed were crossing at an intersection.
- 23.7 percent (45) of the pedestrians killed were under 25 years of age.
- 18.9 percent (36) of the pedestrians killed were 65 years of age or older.
- Of the fatally injured pedestrians who were tested, over 45 percent had a positive BAC.

Motorcycle

- Fatal motorcycle crashes decreased this year by 2.8 percent.
- The majority of fatal motorcycle crashes occurred between May and September (72.4 %).
- One person was killed in the 48 moped crashes in 1992.
- 41 persons were injured in moped crashes this year.

School Bus

- No school age passengers were killed in school buses in 1992.
- No school bus drivers were killed in 1992.

Tractor-trailer

- 113 persons were killed in tractor-trailer crashes.
- 18 of the persons killed were occupants of the tractor-trailers.

Train

- 34.7 percent of train crashes occurred at crossings with gates.

Pedalcyclist

- Riders under the age of 15 accounted for 20.8 percent of pedalcyclist deaths and 47.1 percent of pedalcyclist injuries.

Deer

- There were 16,541 crashes involving deer in 1992.
- Crashes involving deer represented 4.0 percent of all reported motor vehicle crashes.

10 Year Statistics

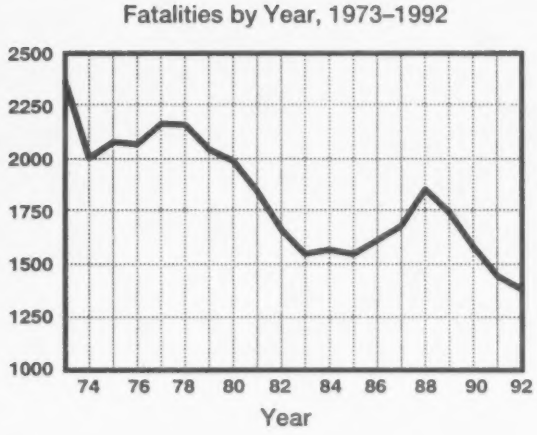
	1983	1984	1985	1986	1987	1988	1989	1990	1991	1992	1992 vs. 1983
Motor Vehicles Registered [1]	7.51	7.53	8.13	8.24	7.92	7.96	8.09	8.07	8.01	8.22	+9.5%
Licensed Drivers [1]	6.99	6.69	6.95	6.98	7.09	7.17	7.21	7.29	7.37	7.41	+ 6.0%
Vehicle Miles Traveled [2]	67.49	70.01	70.96	74.26	76.00	78.62	81.58	83.64	85.67	87.90	+ 30.2%
Deaths	1553	1572	1552	1617	1685	1860	1748	1589	1448	1384	-10.9%
Mileage Death Rate [3]	2.3	2.2	2.2	2.2	2.2	2.4	2.1	1.9	1.7	1.6	-30.4%
Crashes [4]	435.14	466.33	492.67	488.93	497.68	515.81	516.83[5]	452.90[5]	427.96[5]	410.98[5]	-5.6%
Injuries [4]	162.27	173.98	180.79	184.08	186.40	182.12	174.08	157.33	145.61	154.62	- 4.7%

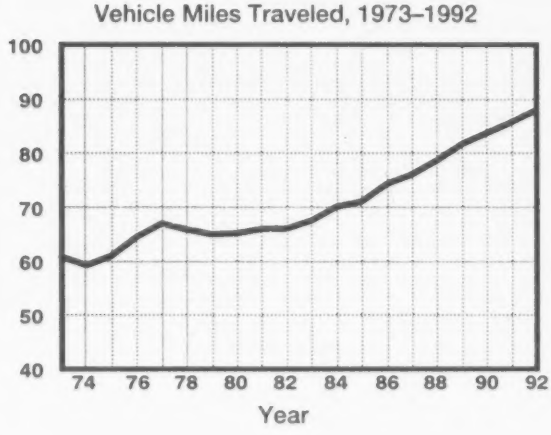
[1] Millions
[2] Billions
[3] Per Hundred Million Vehicle Miles
[4] Thousands
[5] An October 1989 change in the method of tabulating data may have caused a slight understatement of the number of property damage crashes. Crashes involving deaths and injuries were not affected.

Motor vehicle registrations increased by 9.5 percent from 1983 to 1992. The increase in the number of licensed drivers over the last ten years was 6 percent. However, in spite of the substantial increases in the number of motor vehicle registrations and licensed drivers, crashes decreased by over 5 percent in 1992 when compared to 1983.

The risk of being in a crash increases in direct proportion to miles traveled. The number of deaths and miles traveled are used to calculate the mileage death rate. When comparing 1983 with 1992, the number of vehicle miles traveled has increased by over 30 percent. However, in the last few years, the mileage death rate has shown a steady downward movement. Improvements in roadway engineering, enhanced enforcement, and efforts to increase safety belt usage and to decrease alcohol related fatalities have all contributed to this reduction.

Illinois Fatalities and Vehicle Miles Traveled 1973–1992





Travel has risen from 60.77 billion vehicle miles in 1973 to 87.90 billion in 1992, which is a 44.6 percent increase. Fatalities have decreased from 2,369 in 1973 to 1,384 in 1992, which is a drop of 41.6 percent.

YEAR	FATALITIES	TRAVEL
1973	2,369	60.77
1974	2,007	59.21
1975	2,084	60.94
1976	2,073	64.41
1977	2,170	66.95
1978	2,166	65.83
1979	2,048	64.93
1980	1,994	65.12
1981	1,852	65.94
1982	1,671	65.95

YEAR	FATALITIES	TRAVEL
1983	1,553	67.49
1984	1,572	70.01
1985	1,552	70.96
1986	1,617	74.26
1987	1,685	76.00
1988	1,860	78.62
1989	1,748	81.58
1990	1,589	83.64
1991	1,448	85.67
1992	1,384	87.90

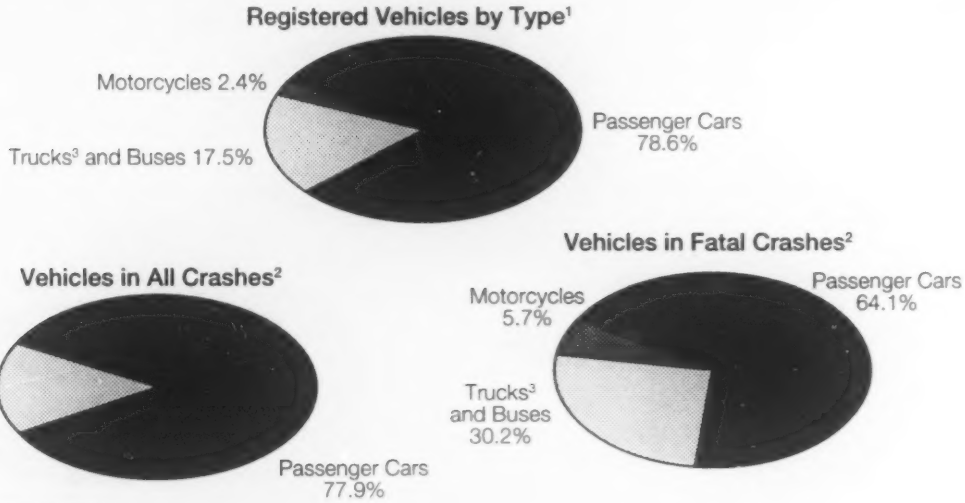
Method of obtaining vehicle miles traveled was revised in 1978, so direct comparison to previous years cannot be made.

Holiday Traffic Crashes

YEAR	TOTAL DAYS	CRASHES			PERSONS KILLED	AVERAGE KILLED PER DAY	PERSONS INJURED
		FATAL	INJURY	TOTAL			
	Memorial Day						
1992	3 1/4	10	865	3,183	11	3.4	1,419
1991	3 1/4	12	1,067	4,044	21	6.5	1,693
1990	3 1/4	17	931	3,576	23	7.1	1,495
1989	3 1/4	13	1,085	3,848	14	4.3	1,711
	Fourth of July						
1992	3 1/4	14	991	3,343	17	5.2	1,551
1991	4 1/4	19	1,244	4,448	21	4.9	1,969
1990	1 1/4	8	404	1,390	8	6.4	655
1989	4 1/4	26	1,395	5,216	27	6.4	2,200
	Labor Day						
1992	3 1/4	15	864	2,876	18	5.5	1,383
1991	3 1/4	20	873	2,941	22	7.0	1,385
1990	3 1/4	22	882	3,284	22	6.8	1,322
1989	3 1/4	22	956	3,710	26	8.0	1,534
	Thanksgiving						
1992	4 1/4	16	832	3,758	17	4.0	1,323
1991	4 1/4	18	961	4,517	23	5.0	1,535
1990	4 1/4	22	922	4,219	25	5.9	1,440
1989	4 1/4	20	1,090	4,932	23	5.4	1,682
	Christmas						
1992	4 1/4	18	787	3,395	21	4.9	1,258
1991	2 1/4	10	423	1,940	12	5.3	643
1990	4 1/4	15	1,255	6,601	19	4.5	1,985
1989	3 1/4	21	1,288	5,981	23	7.1	2,008
	New Years						
1992-1993	4 1/4	20	1,047	5,126	22	5.2	1,622
1991-1992	2 1/4	7	336	1,575	7	3.1	540
1990-1991	4 1/4	14	1,130	6,128	17	4.0	1,735
1989-1990	3 1/4	13	799	5,927	14	4.3	1,199

This table shows motor vehicle traffic crash experience in Illinois for the six major holiday periods from 1989 to New Years Day 1993. Crash counts begin at 6 p.m. on the day before the first full day of the holiday period and end at midnight of the last day of the holiday period. For example, since Memorial Day has become a legal Monday holiday, the holiday period begins 6 p.m. on Friday and continues through midnight on Monday.

Motor Vehicle Registration and Crash Information



[1] Source: Illinois Secretary of State
[2] Source: Illinois Department of Transportation
[3] A truck is any vehicle of 8,000 lbs. or less which has a "B" plate and all other trucks.

The three pie charts above compare the percent of registered vehicle types with the percent of vehicles involved in all crashes and the percent of vehicles involved in fatal crashes. The Illinois Secretary of State's office uses three basic vehicle registration types: (1) passenger cars, 2) motorcycles and (3) trucks[3] & buses. Therefore, for comparison purposes, these are the only vehicle types used in the above charts.

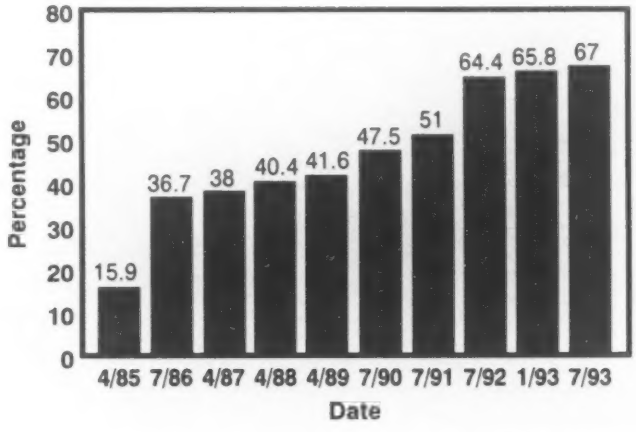
In 1992, motorcycles represented 5.7 percent of the vehicles involved in fatal crashes; yet they account for only 2.4 percent of all registered vehicles. The percentage of trucks and buses involved in fatal crashes (30.2%) is much higher than would be expected considering the percentage of registered vehicles (17.5 %) in this category.

	CRASH INVOLVEMENT			VEHICLE OCCUPANTS	
TYPE OF MOTOR VEHICLE	FATAL	INJURY	TOTAL	KILLED	INJURED
Passenger car	1,232	148,431	581,905	828	114,029
Pickup truck	280	18,376	73,644	141	11,974
Van	112	11,080	49,256	57	7,579
Other single unit truck	58	3,158	16,089	10	1,297
Truck tractor with semi trailer	111	3,165	15,927	18	841
Farm tractor and/or farm equipment	6	85	284	3	35
Bus	8	829	3,320	1	972
School bus	11	502	2,334	1	829
Motorcycle (under 150 cc)	6	580	810	5	623
Motorcycle (over 150 cc)	103	2,399	3,295	99	2,605
Others and not stated	17	2,878	30,498	5	365
TOTAL	1,944	191,483	777,362	1,168	141,149

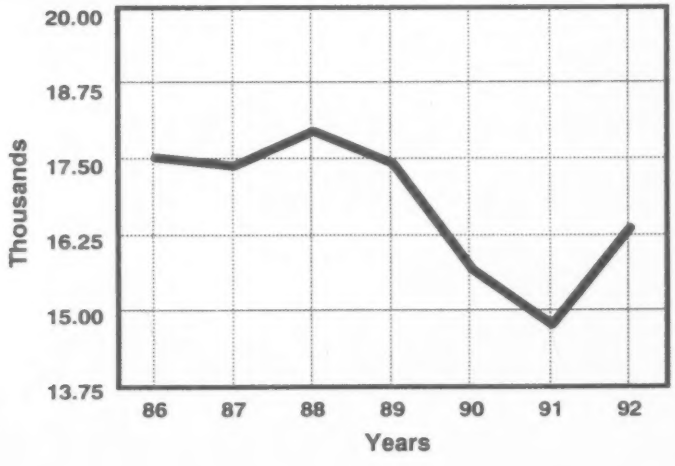
Motor Vehicle Safety Belt Statistics

The Illinois Safety Belt Use Law took effect on July 1, 1985. Under this law, the driver and front seat passengers of motor vehicles must be secured by properly adjusted and fastened safety belts. This law was amended in January, 1988 to reflect secondary enforcement. Under the Child Passenger Protection Act a child under the age of four must be in a child safety seat. Parents or legal guardians are responsible for providing the safety seat, regardless of who is transporting the child. Four and five year olds must be secured either in a safety seat or by a safety belt. This law is one of primary enforcement.

Surveys conducted by the Illinois Department of Transportation indicate that the pre-law safety belt usage rate was 15.9 percent for front seat occupants. The survey completed in July of 1993 indicated that the usage rate has risen to approximately 67 percent. The usage rate shows a gradual, but steady increase of 51.1 percentage points since the first survey was conducted over eight years ago. The occupant data for the survey included only persons in passenger cars, vans and trucks. (Note: The July 1993 survey excluded trucks.)



Safety Belt Usage Rate, 1985–1993



Drivers: Killed and "A" Injuries Passenger Cars and Trucks

Crashes by Type of Collision

COLLISION TYPE	CRASHES			PERSONS				
				INJURY TYPE [1]			TOTAL	
	FATAL	INJURY	TOTAL	A	B	C	INJURED	KILLED
Vehicle Overturn	145	4,047	6,438	1,789	2,857	1,100	5,746	156
Percent	*(11.6)*	*(3.9)*	*(1.6)*	*(6.4)*	*(6.7)*	*(1.3)*	*(3.7)*	*(11.3)*
Other Noncollision	25	2,889	8,009	798	1,736	1,209	3,743	25
Percent	*(2.0)*	*(2.8)*	*(1.9)*	*(2.8)*	*(4.1)*	*(1.4)*	*(2.4)*	*(1.8)*
Pedestrian	183	8,578	8,793	2,316	3,413	3,382	9,111	184
Percent	*(14.7)*	*(8.3)*	*(2.1)*	*(8.3)*	*(8.0)*	*(4.0)*	*(5.9)*	*(13.3)*
Railroad Train	23	100	244	68	45	34	147	27
Percent	*(1.8)*	*(0.1)*	*(0.1)*	*(0.2)*	*(0.1)*	*(0.0)*	*(0.1)*	*(2.0)*
Pedalcyclist	24	4,028	4,387	706	2,189	1,293	4,188	24
Percent	*(1.9)*	*(3.9)*	*(1.1)*	*(2.5)*	*(5.1)*	*(1.5)*	*(2.7)*	*(1.7)*
Animal	5	868	17,367	127	378	540	1,045	7
Percent	*(0.4)*	*(0.8)*	*(4.2)*	*(0.5)*	*(0.9)*	*(0.6)*	*(0.7)*	*(0.5)*
Fixed Object	329	10,831	37,113	4,323	5,984	4,279	14,586	359
Percent	*(26.3)*	*(10.5)*	*(9.0)*	*(15.4)*	*(14.0)*	*(5.1)*	*(9.4)*	*(25.9)*
Other Object	6	212	1,315	70	97	124	291	7
Percent	*(0.5)*	*(0.2)*	*(0.3)*	*(0.2)*	*(0.2)*	*(0.1)*	*(0.2)*	*(0.5)*
Parked Motor Vehicle	15	2,631	47,150	646	1,287	1,378	3,311	15
Percent	*(1.2)*	*(2.5)*	*(11.5)*	*(2.3)*	*(3.0)*	*(1.6)*	*(2.1)*	*(1.1)*
MOTOR VEHICLE IN TRAFFIC:								
Rear-end: Both Moving	30	8,423	31,260	1,618	2,237	9,372	13,227	31
Percent	*(2.4)*	*(8.2)*	*(7.6)*	*(5.8)*	*(5.2)*	*(11.2)*	*(8.6)*	*(2.2)*
Rear-end: One Stopped	34	20,103	71,735	2,968	4,335	24,010	31,313	37
Percent	*(2.7)*	*(19.5)*	*(17.5)*	*(10.6)*	*(10.2)*	*(28.6)*	*(20.3)*	*(2.7)*
Head-on	158	1,719	3,364	1,314	1,248	1,312	3,874	204
Percent	*(12.7)*	*(1.7)*	*(0.8)*	*(4.7)*	*(2.9)*	*(1.6)*	*(2.5)*	*(14.7)*
Sideswipe Same Direction	26	3,602	36,089	851	1,135	3,419	5,405	32
Percent	*(2.1)*	*(3.5)*	*(8.8)*	*(3.0)*	*(2.7)*	*(4.1)*	*(3.5)*	*(2.3)*
Sideswipe Opposite Direction	24	1,382	5,221	582	755	1,155	2,492	26
Percent	*(1.9)*	*(1.3)*	*(1.3)*	*(2.1)*	*(1.8)*	*(1.4)*	*(1.6)*	*(1.9)*
Angle	131	14,519	51,332	4,378	6,628	13,613	24,619	148
Percent	*(10.5)*	*(14.1)*	*(12.5)*	*(15.6)*	*(15.5)*	*(16.2)*	*(15.9)*	*(10.7)*
Turning	91	19,228	80,335	5,486	8,294	17,616	31,396	102
Percent	*(7.3)*	*(18.6)*	*(19.5)*	*(19.5)*	*(19.4)*	*(21.0)*	*(20.3)*	*(7.4)*
Other	-	86	828	25	38	64	127	-
Percent	*(0.0)*	*(0.1)*	*(0.2)*	*(0.1)*	*(0.1)*	*(0.1)*	*(0.1)*	*(0.0)*
Total	1,249	103,246	410,980	28,065	42,656	83,900	154,621	1,384
Percent	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*

[1] See glossary for definitions of injury types.

The three types of collisions with the greatest number of fatalities were fixed object (359), head-on (204), and pedestrian (184). The most injuries occurred in three different types of collisions: turning (31,396), rear-end: one stopped (31,313) and angle (24,619). It is interesting to note in looking at different types of crashes that even though vehicle overturn collisions account for only 1.6 percent of the crashes, they account for 11.3 percent of the fatalities. There were 11 more persons killed in overturned vehicles in 1992 than in 1991.

Crashes by Type of Roadway

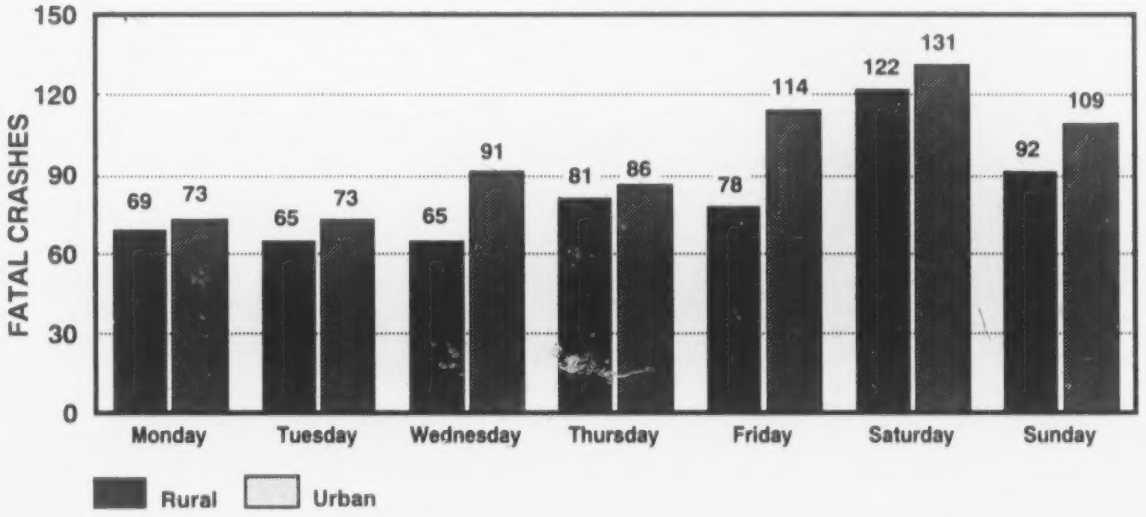
TYPE OF ROADWAY	CRASHES			PERSONS		PEDS[1]
	FATAL	INJURY	TOTAL	KILLED	INJURED	KILLED
URBAN:						
State Highways	203	24,680	84,055	227	38,301	44
Percent	*(16.3)*	*(23.9)*	*(20.5)*	*(16.4)*	*(24.8)*	*(23.2)*
Interstate Type Roads	91	7,020	26,311	112	10,620	18
Percent	*(7.3)*	*(6.8)*	*(6.4)*	*(8.1)*	*(6.9)*	*(9.5)*
City Streets and Roads	338	47,886	219,885	352	68,758	87
Percent	*(27.1)*	*(46.4)*	*(53.5)*	*(25.4)*	*(44.5)*	*(45.8)*
Unmarked State Routes	45	7,571	25,950	45	11,580	8
Percent	*(3.6)*	*(7.3)*	*(6.3)*	*(3.3)*	*(7.5)*	*(4.2)*
Urban Total	677	87,157	356,201	736	129,259	157
Percent	*(54.2)*	*(84.4)*	*(86.7)*	*(53.2)*	*(83.6)*	*(82.6)*
RURAL:						
State Highways	235	6,375	22,215	271	10,415	13
Percent	*(18.8)*	*(6.2)*	*(5.4)*	*(19.6)*	*(6.7)*	*(6.8)*
Interstate Type Roads	68	1,613	6,268	84	2,664	3
Percent	*(5.4)*	*(1.6)*	*(1.5)*	*(6.1)*	*(1.7)*	*(1.6)*
County and Local Roads	242	7,442	24,238	266	11,252	14
Percent	*(19.4)*	*(7.2)*	*(5.9)*	*(19.2)*	*(7.3)*	*(7.4)*
Unmarked State Routes	27	659	2,058	27	1,031	3
Percent	*(2.2)*	*(0.6)*	*(0.5)*	*(2.0)*	*(0.7)*	*(1.6)*
Rural Total	572	16,089	54,779	648	25,362	33
Percent	*(45.8)*	*(15.6)*	*(13.3)*	*(46.8)*	*(16.4)*	*(17.4)*
TOTAL:	**1,249**	**103,246**	**410,980**	**1,384**	**154,621**	**190**
Percent	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*

[1] Peds = Pedestrians

There were 1,384 fatalities in 1992; 190 of these persons were pedestrians. 54.2 percent of all fatal crashes and 84.4 percent of all injury crashes took place on urban roadways. 82.6 percent of all pedestrian fatalities occurred on urban roadways.

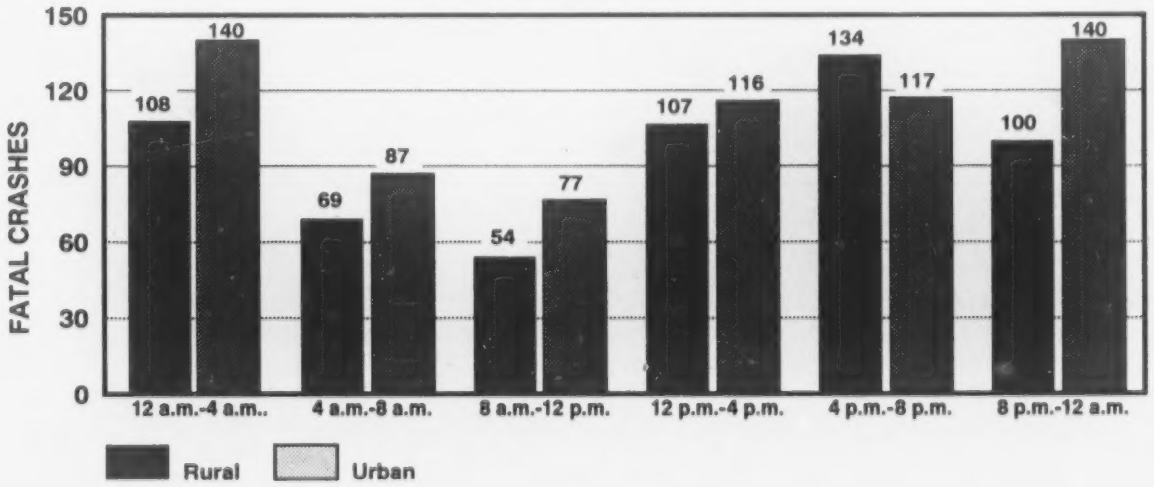
Fatal Crashes by Day of Week and Hour of Day

Fatal Crashes by Day of Week/1992



The greatest number of fatal crashes occurred on Saturday in both urban(131) and rural (122) locations. The second largest number of fatal crashes occurred on Sunday (201).

Fatal Crashes by Hour of Day/1992



Over 39 percent of all fatal crashes occurred between 4 p.m. and midnight. The hour in which most fatal crashes occurred was from 1 a.m. to 2 a.m. In rural locations, most fatal crashes occurred between 4 p.m. and 5 p.m.

Crash Involvement Rates by Driver Age

AGE OF DRIVER	DRIVERS INVOLVED IN CRASHES						TOTAL LICENSED DRIVERS [3]
	FATAL	RATE [1]	INJURY	RATE [1]	TOTAL [2]	RATE [1]	
16	39	0.50	5,217	66.9	16,858	216.1	78,008
17	46	0.43	5,552	51.9	18,702	174.9	106,927
18	68	0.57	5,899	49.5	19,161	160.9	119,083
19	58	0.47	5,724	46.4	18,745	152.0	123,312
20-24	294	0.41	27,217	38.3	95,038	133.7	710,874
25-34	485	0.28	47,414	27.9	175,757	103.2	1,702,405
35-44	332	0.20	33,956	20.8	127,805	78.4	1,629,809
45-54	201	0.17	20,119	17.5	75,856	65.9	1,151,125
55-64	122	0.15	12,264	15.1	46,509	57.2	813,715
65-74	99	0.15	8,119	12.5	30,039	46.3	649,429
75-Older	88	0.27	4,458	13.7	16,432	50.3	326,436
NS[4]	71	—	10,379	—	79,855	—	
Total	**1,903**	**0.26**	**186,318**	**25.1**	**720,757**	**97.3**	**7,411,123**

[1] Rates are expressed as the number involved in crashes per 1,000 drivers.
[2] This total is the total number of drivers involved in crashes, not the total number of crashes.
[3] Those driving on permits are not included.
[4] NS (Not Stated) includes drivers age 15 and under.

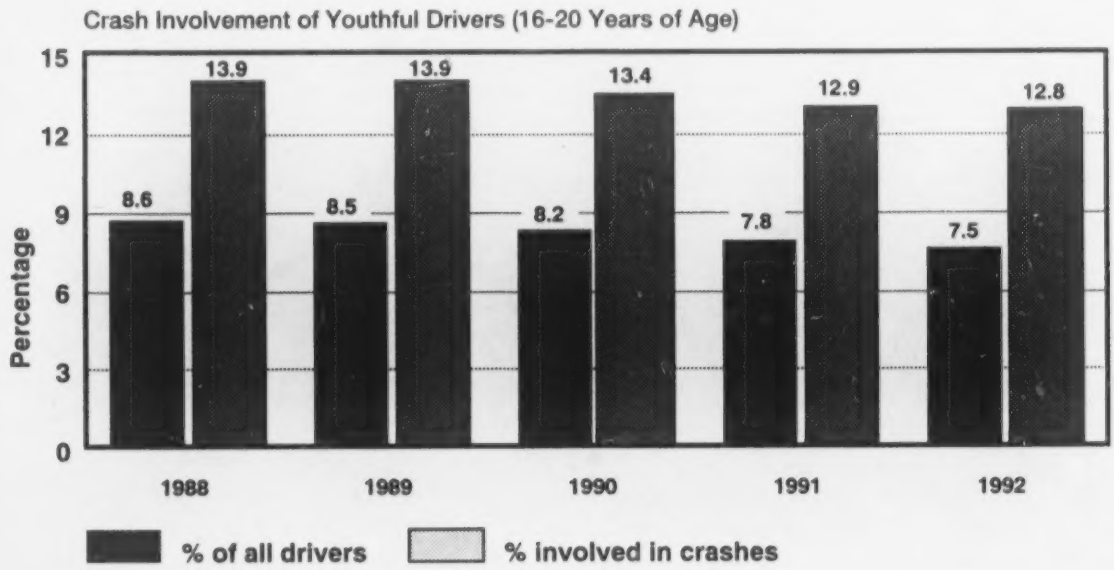
The far right column lists the total number of licensed drivers in each age group. The rate for each age can be used to compare the number of drivers involved in crashes to the number of licensed drivers in that age group. The rate column for total crashes in 1992 shows that 16 year-old drivers had the highest crash rate for any age group.

Crash Involvement of Youthful Drivers 16-20 Years of Age

	1988	1989	1990	1991	1992	Previous 4-Yr Average	% of Change 1992 with 4-Yr Average
Total Crashes	125,792	125,812	106,292	95,605	92,003	113,375	-18.9
Fatal Crashes	400	360	328	292	269	345	-22.0
Injury Crashes	35,664	34,479	29,779	26,530	27,931	31,613	-11.6
Licensed Drivers	618,589	611,751	598,338	574,713	558,898	600,848	-7.0
Fatal Crash Ratio[1]	3.18	2.86	3.09	3.09	2.92	3.06	-4.6
Fatal Crash Rate[2]	0.65	0.59	0.55	0.51	0.48	0.58	-17.2
Total Crash Rate[3]	20.30	20.60	17.80	16.64	16.46	19.13	-14.0

[1] Fatal Crashes per 1,000 total crashes
[2] Fatal Crashes per 1,000 licensed drivers
[3] Youthful drivers involved per 100 licensed drivers

When comparing 1992 statistics with the 4-year average, the number of youthful drivers involved in crashes has decreased by 18.9 percent. This is consistent with the decrease in the number of individuals in this age group in the general population. As shown in the graph below, youthful drivers appear to be overrepresented in crash involvement.

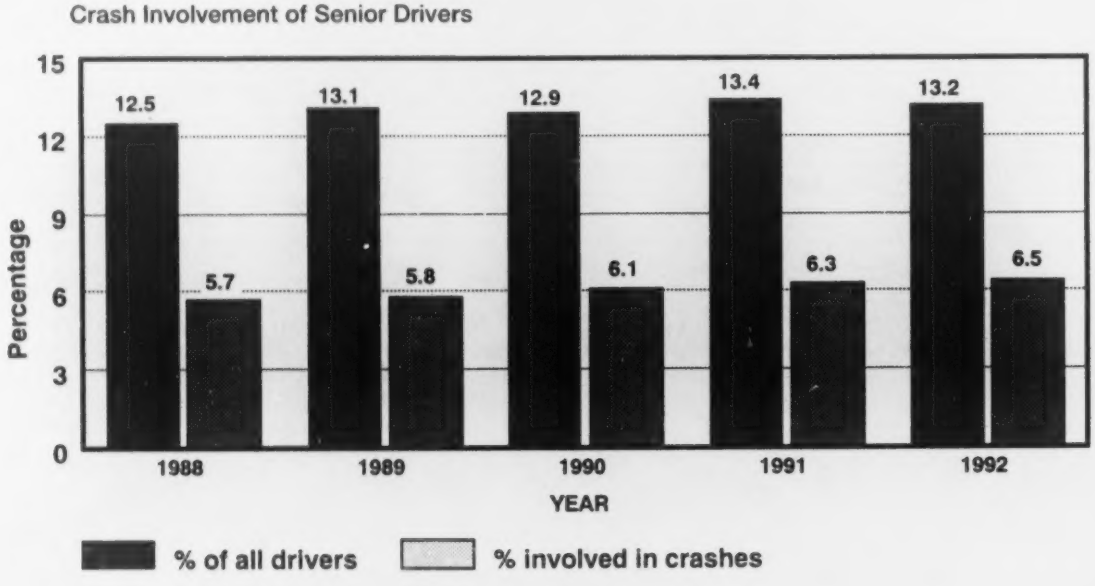


Crash Involvement of Senior Drivers 65 Years and Older

	1988	1989	1990	1991	1992	Previous 4-Yr Average	% of Change 1992 with 4-Yr Average
Total Crashes	51,510	52,372	48,595	46,995	46,520	49,868	-6.7
Fatal Crashes	222	175	196	175	187	192	-2.6
Injury Crashes	12,669	12,825	12,058	11,540	12,591	12,273	+2.6
Licensed Drivers	898,161	908,270	941,029	987,047	975,865	933,627	+4.5
Fatal Crash Ratio[1]	4.31	3.34	4.03	3.72	4.02	3.85	+4.4
Fatal Crash Rate[2]	0.25	0.19	0.21	0.18	0.19	0.21	-9.5
Total Crash Rate[3]	5.74	5.77	5.16	4.76	4.76	5.36	-11.2

[1] Fatal Crashes per 1,000 total crashes
[2] Fatal Crashes per 1,000 licensed drivers
[3] Senior drivers involved per 100 licensed drivers

In 1992, the number of senior drivers involved in crashes decreased by 6.7 percent when compared with the 4-year average. Over the last five years, the number of drivers in this age group has continued to increase. This is consistent with general population trend of an increase in the number of individuals in this age group.



Drivers Involved in Fatalities by Age and Location

	URBAN		RURAL		TOTAL	
	DRIVERS		DRIVERS		DRIVERS	
AGE	INVOLVED	KILLED	INVOLVED	KILLED	INVOLVED	KILLED
15-Under	1	1	8	4	9	5
Percent	*(0.1)*	*(0.3)*	*(0.9)*	*(0.9)*	*(0.5)*	*(0.6)*
16	14	5	25	13	39	18
Percent	*(1.3)*	*(1.3)*	*(2.9)*	*(2.9)*	*(2.0)*	*(2.2)*
17	21	5	25	15	46	20
Percent	*(2.0)*	*(1.3)*	*(2.9)*	*(3.4)*	*(2.4)*	*(2.4)*
18-19	69	22	57	27	126	49
Percent	*(6.6)*	*(5.6)*	*(6.6)*	*(6.1)*	*(6.6)*	*(5.9)*
20-24	157	53	137	68	294	121
Percent	*(15.0)*	*(13.6)*	*(16.0)*	*(15.3)*	*(15.4)*	*(14.5)*
25-34	278	98	207	109	485	207
Percent	*(26.6)*	*(25.1)*	*(24.1)*	*(24.6)*	*(25.5)*	*(24.8)*
35-44	182	73	150	77	332	150
Percent	*(17.4)*	*(18.7)*	*(17.5)*	*(17.4)*	*(17.4)*	*(18.0)*
45-54	103	46	98	47	201	93
Percent	*(9.9)*	*(11.8)*	*(11.4)*	*(10.6)*	*(10.6)*	*(11.2)*
55-64	62	29	60	31	122	60
Percent	*(5.9)*	*(7.4)*	*(7.0)*	*(7.0)*	*(6.4)*	*(7.2)*
65-74	52	22	47	21	99	43
Percent	*(5.0)*	*(5.6)*	*(5.5)*	*(4.7)*	*(5.2)*	*(5.2)*
75-Older	49	32	39	31	88	63
Percent	*(4.7)*	*(8.2)*	*(4.5)*	*(7.0)*	*(4.6)*	*(7.6)*
Not Stated	57	4	5	0	62	4
Percent	*(5.5)*	*(1.0)*	*(0.6)*	*(0.0)*	*(3.3)*	*(0.5)*
Total	**1045**	**390**	**858**	**443**	**1903**	**833**
Percent	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*	*(100.0)*

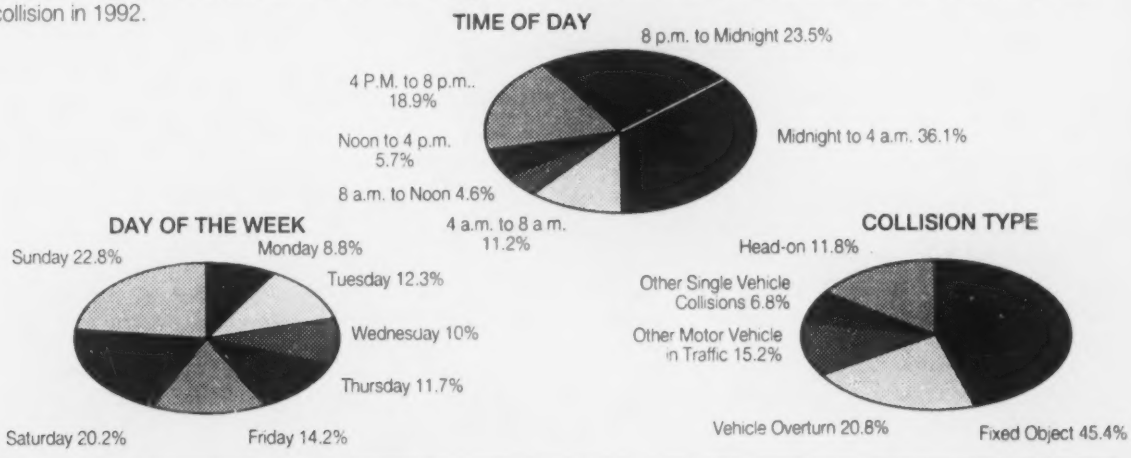
In 1992, 53.2 percent of all driver fatalities occurred on rural roadways. In all crashes, the greatest number of drivers involved as well as those killed was in the 25-34 age group. This age group accounts for 24.1 percent of the drivers involved in rural crashes and 26.6 percent of the drivers involved in urban crashes.

Driver Fatalities with Alcohol Involvement

Driver Age	BAC 0.00	BAC 0.01-0.09	BAC 0.10-0.20	BAC Over 0.20	BAC Unknown	Drivers Tested	Drivers Not Tested or Test Unknown	Total Drivers Killed	Drivers With Positive BAC
Under 16	2	0	1	0	0	3	1	4	1
Percent	*(66.7)*	*(0.0)*	*(33.3)*	*(0.0)*	*(0.0)*	*(75.0)*	*(25.0)*	*(100.0)*	*(0.3)*
16-20	64	9	18	9	0	100	8	108	36
Percent	*(64.0)*	*(9.0)*	*(18.0)*	*(9.0)*	*(0.0)*	*(92.6)*	*(7.4)*	*(100.0)*	*(10.2)*
21-24	38	8	30	20	0	96	6	102	58
Percent	*(39.6)*	*(8.3)*	*(31.3)*	*(20.8)*	*(0.0)*	*(94.1)*	*(5.9)*	*(100.0)*	*1(6.4)*
25-34	69	20	53	40	1	183	25	208	113
Percent	*(37.7)*	*(10.9)*	*(29.0)*	*(21.9)*	*(0.5)*	*(88.0)*	*(12.0)*	*(100.0)*	*(32.0)*
35-44	58	12	41	31	0	142	10	152	84
Percent	*(40.8)*	*(98.5)*	*(28.9)*	*(21.8)*	*(0.0)*	*(93.4)*	*(6.6)*	*(100.0)*	*(23.8)*
45-54	46	9	13	14	0	82	10	92	36
Percent	*(56.1)*	*(11.0)*	*(15.9)*	*(17.1)*	*(0.0)*	*(89.1)*	*(10.9)*	*(100.0)*	*(10.2)*
55-64	40	6	5	4	0	55	6	61	15
Percent	*(72.7)*	*(10.9)*	*(9.1)*	*(7.3)*	*(0.0)*	*(90.2)*	*(9.8)*	*(100.0)*	*(4.2)*
65-74	28	3	2	2	0	35	8	43	7
Percent	*(80.0)*	*(8.6)*	*(5.7)*	*(5.7)*	*(0.0)*	*(81.4)*	*(18.6)*	*(100.0)*	*(2.0)*
75 & over	42	1	1	1	0	45	17	62	3
Percent	*(93.3)*	*(2.2)*	*(2.2)*	*(2.2)*	*(0.0)*	*(72.6)*	*(27.4)*	*(100.0)*	*(0.8)*
NS 1	0	0	0	0	0	0	1	1	0
Percent	*(0.0)*	*(0.0)*	*(0.0)*	*(0.0)*	*(0.0)*	*(0.0)*	*(100.0)*	*(100.0)*	*(0.0)*
Total	**387**	**68**	**164**	**121**	**1**	**741**	**92**	**833**	**353**
Percent	*(52.2)*	*(9.2)*	*(22.1)*	*(16.3)*	*(0.1)*	*(89.0)*	*(11.0)*	*(100.0)*	*(100.0)*

BAC = Blood Alcohol Concentration
NS = Not stated
Note: This table was compiled using the Fatal Accident Reporting System (FARS). Inquiries concerning more complete alcohol data may be directed to FARS staff, Illinois Department of Transportation. (See page 40)

The pie charts below give additional information about the 353 drivers who were killed and who had positive BAC test results. In 1992, the greatest number of drivers were killed on Sunday. Midnight to 4 a.m. was the time period when most drivers were killed in 1992. Collisions involving a fixed object and a motor vehicle were the most common type of collision in 1992.



Fatalities by Gender, Age and Activity

	DRIVERS [1]				PASSENGERS			
AGE	MALE	FEMALE	TOTAL	%	MALE	FEMALE	TOTAL	%
4 & Under	-	-	-	0.0	7	10	17	5.0
5-9	-	-	-	0.0	4	8	12	3.6
10-14	1	1	2	0.2	8	6	14	4.2
15-19	64	26	90	10.8	49	23	72	21.4
20-24	94	27	121	14.5	33	21	54	16.0
25-34	168	39	207	24.8	33	18	51	15.1
35-44	112	38	150	18.0	13	12	25	7.4
45-54	71	22	93	11.2	7	12	19	5.6
55-64	37	23	60	7.2	5	17	22	6.5
65-74	31	12	43	5.2	4	14	18	5.3
75-Older	44	19	63	7.6	8	24	32	9.5
Unknown	3	1	4	0.5	1	-	1	0.3
Total	625	208	833	100.0	172	165	337	100.0

[1]The driver's category includes drivers of all types of vehicles including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles and buses.

Driver fatalities decreased by 4.4 percent from 1991 to 1992. The greatest number of drivers killed (24.8 %) was in the 25-34 age group, which is also the age group with the greatest number of licensed drivers (23.0 %). Although youthful drivers (16-24 years of age) represented only 15.4 percent of all licensed drivers, they accounted for 25.3 percent of drivers killed. Drivers 65 years of age or older comprised 13.2 percent of all licensed drivers and accounted for 12.8 percent of the driver fatalities in 1992.

Passengers represented 24.3 percent of the total number of fatalities in 1992. This represents an increase of 3.1 percent when comparing 1991 with 1992. Persons between the ages of 15 and 34 accounted for 52.5 percent of the passenger fatalities in 1992.

PEDALCYCLISTS				PEDESTRIANS				TOTALS			
MALE	FEMALE	TOTAL	%	MALE	FEMALE	TOTAL	%	MALE	FEMALE	TOTAL	%
-	-	0	0.0	6	3	9	4.7	13	13	26	1.9
2	-	2	8.3	10	3	13	6.8	16	11	27	2.0
3	-	3	12.5	4	1	5	2.6	16	8	24	1.7
1	-	1	4.2	11	1	12	6.3	125	50	175	12.6
2	1	3	12.5	5	1	6	3.2	134	50	184	13.3
6	-	6	25.0	21	8	29	15.3	228	65	293	21.2
5	-	5	20.8	26	9	35	18.4	156	59	215	15.5
1	-	1	4.2	16	7	23	12.1	95	41	136	9.8
1	-	1	4.2	12	7	19	10.0	55	47	102	7.4
1	1	2	8.3	7	7	14	7.4	43	34	77	5.6
-	-	0	0.0	12	10	22	11.6	64	53	117	8.5
-	-	0	0.0	3	-	3	1.6	7	1	8	0.6
22	2	24	100.0	133	57	190	100.0	952	432	1384	100.0

In 1992, pedalcyclists accounted for 1.7 percent of the total number of fatalities. 37.5 percent of these fatalities were persons between the ages of 5 and 24. The greatest number of pedalcyclist fatalities was in the 35 to 44 age group (25.0 %). Only 3 of the pedalcyclists killed in 1992 were 55 years of age or older.

Pedestrian fatalities accounted for 13.7 percent of the total number of all fatalities in 1992, which is a decrease of 14.8 percent when comparing 1991 with 1992. The greatest number of pedestrian fatalities was in the 35-44 age group (18.4%). Persons 65 years of age or older accounted for 19.0 percent of pedestrian fatalities in 1992.

Work Zone Crashes

To increase public awareness of the inherent dangers in work zone construction areas, the 'Give 'em a Brake' program was established in 1989. This program has two major parts: public education and state police hireback. Pamphlets, posters, stickers, buttons and signs are visual elements being used to remind drivers to use caution when driving through work zone areas. In addition, a videotape has been developed for use in Driver Education classes. The state police hireback program provides for extra patrol hours in construction zones throughout the state.

Work zone crashes are determined by location only, regardless of contributing factors. All reported crashes that occur in the vicinity of roadway construction workers or designated work zone areas are included. Of the 32 persons killed in work zone crashes in 1992, three were pedestrian workers. Even though the number of work zone crashes has increased by 30.8 percent, the number of fatalities has decreased by 22.0 percent. As would be expected, more of the crashes occurred on urban roadways. It is interesting to note that in any given year the number of work zone crashes is directly correlated to the money spent on construction and repairs to roads.

	WORK ZONE CRASHES				
	1988	1989	1990	1991	1992
Total Crashes	6,279	6,782	7,205	7,608	9,949
Fatal Crashes	13	16	37	37	29
Injury Crashes	1,523	1,628	1,733	1,914	2,422
Persons Killed	17	22	39	41	32
Persons Injured	2,247	2,442	2,766	2,936	3,687
Location of Crashes:					
Urban					
Controlled Access Roads	1,232	1,979	1,421	2,574	2,538
State Routes	1,076	598	2,484	2,147	1,814
City Streets and Roads	1,791	1,677	1,349	1,226	1,860
Unmarked State Routes	1,284	1,545	687	502	699
Toll Roads	236	277	122	348	1,898
Total	**5,619**	**6,076**	**6,063**	**6,797**	**8,809**
Rural					
Controlled Access Roads	236	248	324	267	230
State Routes	215	335	398	401	477
County and Local Roads	88	74	119	105	378
Unmarked State Routes	8	13	16	20	33
Toll Roads	113	36	285	18	22
Total	**660**	**706**	**1,142**	**811**	**1,140**

Pedestrian Crashes

	1988	1989	1990	1991	1992
Total Crashes	10,303	10,298	9,588	9,449	9,138
Pedestrians Killed	281	279	273	223	190
Pedestrians Injured	10,340	10,436	10,151	9,608	9,309
			Number of Fatal Crashes		
Light Conditions					
Daylight	106	102	103	85	64
Dawn	4	4	2	-	5
Dusk	13	6	6	5	3
Darkness	53	62	55	44	51
Dark-Road Lighted	102	98	102	87	70
NS [1]	4	1	-	2	-
Total	**282**	**273**	**268**	**223**	**193**

			BAC Levels [2,3]			
Pedestrian Fatalities Age Groups	**.00**	**.01-.09**	**.10-.20**	**Over .20**	**No Test/ Unknown**	**Total**
4 and Under	3	-	-	-	5	8
5-9	9	-	-	-	7	16
10-14	1	-	-	-	1	2
15-19	7	1	2	1	1	12
20-24	-	1	3	1	1	6
25-34	6	1	10	7	4	28
35-44	12	4	4	11	5	36
45-54	10	2	6	3	4	25
55-64	9	3	-	3	3	18
65-74	8	2	-	1	3	14
75-Over	15	1	-	1	7	24
NS[1]	-	-	-	-	1	1
Total	**80**	**15**	**25**	**28**	**42**	**190**

A pedestrian crash is any crash involving a pedestrian and a motor vehicle.

[1]Not Stated
[2]This chart was compiled using the Fatal Accident Reporting System (FARS).
[3]BAC = Blood Alcohol Concentration.

Pedestrian crashes are down by 3.3 percent when comparing 1991 with 1992. In 1992, 33.0 percent of all fatal pedestrian crashes occurred in daylight. 13.7 percent of all pedestrians killed this year were younger than 15 years of age; 20.0 percent were 65 years of age or older. Over 45 percent of all pedestrians killed who were tested for BAC had been drinking.

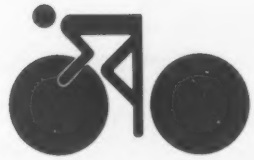
Motorcycle Crashes

	1988	1989	1990	1991	1992
Total Crashes	7,241	5,844	4,595	4,587	4,025
Fatal Crashes	176	130	145	108	105
Injury Crashes	4,921	3,982	3,192	3,219	2,922
Motorcyclists Killed	178	129	150	109	104
Motorcyclists Injured	5,484	4,475	3,575	3,630	3,228
Non-Motorcyclists Killed	7	4	3	3	2
Non-Motorcyclists Injured	534	433	322	329	336
Type of Crash			**Number of Motorcyclists Killed**		
Vehicle Overturn	40	20	27	26	15
Other Noncollision	2	4	2	1	1
Collision of Cycle with:					
Motor Vehicle in Traffic	94	64	79	48	56
Parked Motor Vehicle	4	1	3	6	2
Railroad Train	1	-	1	-	-
Animal	1	4	2	-	2
Fixed Object/Other Object	36	36	36	28	28
Motorcycle Maneuver			**Number of Motorcycles Involved**		
Going Straight Ahead	4,925	3,950	3,179	3,077	2,698
Passing/Overtaking on Left	142	104	76	75	76
Passing/Overtaking on Right	77	59	33	40	33
Making Left Turn	377	287	194	213	207
Making Right Turn	225	203	140	149	120
Stopped	290	218	166	86	53
Skidding Due to Road	158	164	150	172	146
Changing Lanes	111	83	76	70	50
Avoiding: Animal	48	49	40	56	44
Avoiding: Turning vehicle	83	80	60	64	79
Other	927	744	562	681	599
Total	**7,363**	**5,941**	**4,676**	**4,683**	**4,105**
Motorcycle Drivers		**Killed**			**Injured**
Age Groups	**1991**	**1992**		**1991**	**1992**
10-14	-	-		34	35
15-19	6	10		403	359
20-24	21	13		819	799
25-34	35	48		1,037	820
35-44	28	16		495	471
Over 45	11	8		278	276
Other / Not Stated	-	1		20	21
Total	**101**	**96**		**3,086**	**2,781**

The above figures include motorcycles, motorscooters, motorbikes, and mopeds.

In comparing 1991 with 1992, motorcycle crashes decreased by 12.3 percent. The number of motorcyclists killed decreased by 4.6 percent from 109 in 1991 to 104 in 1992. In 1992, of the 104 motorcyclists killed, there were 96 motorcycle drivers and 8 motorcycle passengers killed. The number of injured motorcyclists decreased by 11.1 percent from 3,630 in 1991 to 3,228 in 1992.

Pedalcycle Crashes



	1988	1989	1990	1991	1992
Total Crashes	5,713	5,325	4,486	4,838	4,415
Fatal Crashes	35	29	28	27	24
Injury Crashes	4,679	4,426	4,040	4,322	4,056
Property Damage Crashes	999	870	418	489	335
Pedalcyclists Killed	36	28	28	27	24
Pedalcyclists Injured	4,744	4,486	4,088	4,392	4,113
Number of Fatalities by Location:					
Urban					
State Routes	7	5	4	5	7
City Streets and Roads	17	15	17	17	2
Unmarked State Routes	1	2	5	2	12
Total	**25**	**22**	**26**	**24**	**21**
Rural					
State Routes	5	3	1	2	2
County and Local Roads	6	2	1	1	1
Unmarked State Routes	-	2	-	-	-
Total	**11**	**7**	**2**	**3**	**3**

Pedalcyclists	**Killed**		**Injured**	
Age Groups	1991	1992	1991	1992
4 & Under	1	-	52	48
5-9	5	2	659	606
10-14	3	3	1,333	1,331
15-19	3	1	648	572
20-24	1	3	429	359
25-34	3	6	595	543
35-44	3	5	314	312
45-54	3	1	118	126
55-64	1	1	61	58
Over 65	3	2	63	56
NS[1]	1	-	120	102
Total	**27**	**24**	**4,392**	**4,113**

[1]NS=Not Stated

The figures given above include only crashes in which pedalcyclists are involved with motor vehicles. Crashes which involve only pedalcyclists are not reported to the Illinois Department of Transportation.

In 1992, 47.1 percent of pedalcyclist injuries and 20.8 percent of the pedalcyclist fatalities involved persons between the ages of 5 and 14. Pedalcyclist fatalities decreased by 11.1 percent from 1991 to 1992 and pedalcyclist injuries decreased by 6.4 percent for the same time period. 87.5 percent of pedalcyclist fatalities occurred on urban streets and roads.

School Bus Crashes

	1988	1989	1990	1991	1992
Total Crashes	3,558	3,504	2,825	2,609	2,309
Fatal Crashes	5	5	3	6	11
Injury Crashes	499	506	533	449	490
Property Damage Crashes	3,054	2,993	2,289	2,154	1,808
Urban Crashes	3,324	3,279	2,650	2,412	2,147
Rural Crashes	234	225	175	197	162
Persons Killed (Total)	5	5	3	7	11
School Bus Drivers	0	0	1	1	0
School Bus Passengers (School Age) [1]	0	1	0	0	0
Other School Bus Passengers	0	0	0	0	1
Other Vehicle Occupants	4	1	1	3	8
Pedestrians (School Age) [1]	1	2	0	2	1
Other Pedestrians	0	1	1	1	0
Pedalcyclists	0	0	0	0	1
Persons Injured (Total)	**1,058**	**1,057**	**1,246**	**1,046**	**1,298**
School Bus Drivers	108	115	122	106	113
School Bus Passengers (School Age)[1]	365	327	527	320	497
Other School Bus Passengers	95	104	140	183	219
Other Vehicle Occupants	450	461	409	397	427
Pedestrians (School Age)[1]	18	16	20	8	21
Other Pedestrians	14	17	20	20	18
Pedalcyclists	8	17	8	12	3
Road Surface Conditions					
Dry	2,550	2,393	1,951	1,687	1,509
Wet	544	639	603	554	583
Snow/Ice	374	393	228	338	180
Other	4	7	2	9	7
Not Stated	86	72	41	21	30

[1]School Age = children 5 to 19 years of age.

[2]School Bus = Type 1 or Type 2.

In 1992, there were 2,309 school bus crashes which is a decrease of 11.5 percent compared to 2,609 school bus crashes in 1991. There were no school age passengers killed in school buses in 1992. Compared to 1991, injuries increased by 24.1 percent with the greatest increase occurring among school bus passengers.

Tractor-trailer Crashes

	1988	1989	1990	1991	1992
Total Crashes	20,314	20,418	18,018	15,787	15,321
Fatal Crashes	162	150	144	113	100
Injury Crashes	3,772	3,629	3,354	2,863	2,988
Property Damage Crashes	16,380	16,639	14,520	12,811	12,233
Total Killed	198	188	160	130	113
Tractor-trailer Occupants	27	33	24	12	18
Other Vehicle Occupants	152	141	113	109	81
Pedestrians	15	13	19	8	13
Pedalcylists	4	1	4	1	1
Total Injured	5,607	5,158	4,858	4,070	4,456
Tractor-trailer Occupants	1,112	982	1,051	809	841
Other Vehicle Occupants	4,406	4,106	3,719	3,202	3,557
Pedestrians	70	55	70	44	47
Pedalcylists	19	15	18	15	11
Vehicle Miles of Travel (Millions)	3,545	3,784	4,180	4,189	4,395
Urban Crashes	17,386	17,377	14,927	13,147	12,806
Rural Crashes	2,928	3,041	3,091	2,640	2,515
Number of Fatalities by Location:					
Urban					
Controlled Access Roads	18	23	24	22	15
State Routes	35	26	29	28	23
City Streets and Roads	15	19	22	8	13
Unmarked State Routes	8	10	6	3	-
Toll Roads	13	4	4	1	3
Total	89	82	85	62	54
Rural					
Controlled Access Roads	38	30	24	13	20
State Routes	59	56	41	46	32
County and Local Roads	7	6	4	8	5
Unmarked State Routes	2	8	4	1	-
Toll Roads	3	6	2	-	2
Total	**109**	**106**	**75**	**68**	**59**

In 1992, only 16.4 percent of the tractor-trailer crashes took place in rural locations, but they accounted for 52.2 percent of the fatalities. 84.1 percent (95) of the persons killed in tractor-trailer crashes were occupants of other types of vehicles.

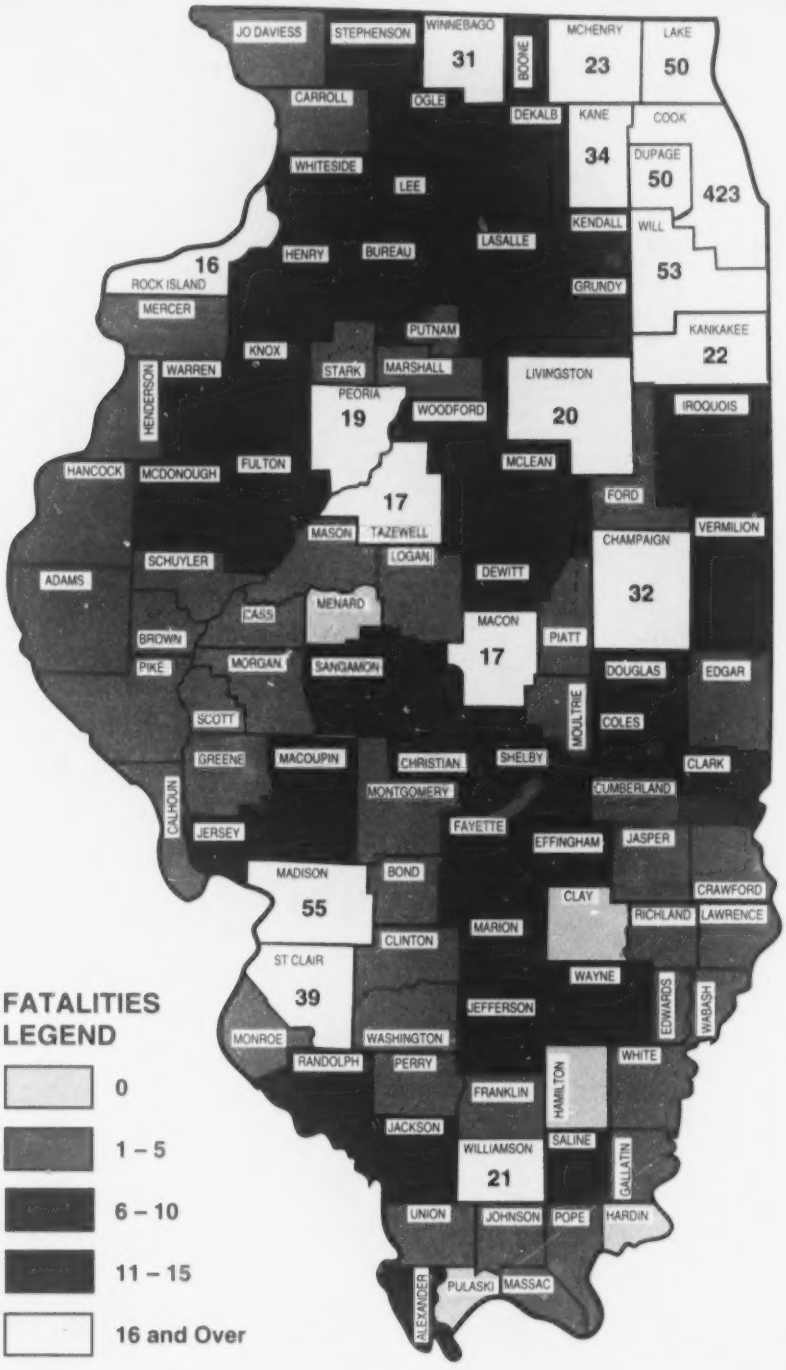
Train Crashes

	1988	1989	1990	1991	1992
Total Crashes	390	370	296	256	244
Fatal Crashes	51	44	32	18	23
Injury Crashes	153	153	104	97	100
Property Damage Crashes	186	173	160	141	121
Persons Killed	65	57	44	23	27
Persons Injured	226	215	154	171	147
Crashes by Type of Traffic Control:					
RR Gates	117	130	98	88	92
RR Flashers	147	116	101	83	8
Warning Sign	74	60	43	28	31
Other Control	21	29	29	23	21
No Control	16	29	18	20	15
Not Stated	15	6	7	6	4
Total	**390**	**370**	**296**	**256**	**244**
Number of Fatalities by Location:					
Urban					
State Routes	4	9	1	-	1
City Streets and Roads	16	15	16	8	9
Unmarked State Routes	7	4	1	3	1
Total	**27**	**28**	**18**	**11**	**11**
Rural					
State Routes	1	1	3	1	1
County & Local Roads	29	28	23	11	15
Unmarked State Routes	8	-	-	-	-
Total	**38**	**29**	**26**	**12**	**16**

Train crashes are defined as only those crashes in which motor vehicles are involved with trains. Pedestrians hit by trains are not included.

When comparing 1991 with 1992, there was a 4.7 percent decrease in train-motor vehicle crashes. Fatalities decreased by 58.5 percent from 1988 to 1992. There were 171 injuries in 1991 compared to 147 injuries in 1992, which is a decrease of 14.0 percent.

Motor Vehicle Traffic Fatalities by County



County Motor Vehicle Traffic Crash Statistics for 1991–1992

COUNTY	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED	
	1991	1992	1991	1992	1991	1992
Adams	1,973	1,995	12	3	670	762
Alexander	301	273	4	8	163	160
Bond	459	408	7	5	180	155
Boone	924	829	4	12	371	331
Brown	134	124	1	5	45	41
Bureau	987	970	8	8	376	361
Calhoun	150	150	1	2	58	59
Carroll	523	468	6	4	182	160
Cass	342	345	1	2	129	182
Champaign	4,660	4,672	26	32	1,896	2,093
Christian	894	880	4	9	285	322
Clark	436	442	3	6	191	182
Clay	375	385	-	-	128	166
Clinton	541	555	13	2	263	350
Coles	1,429	1,466	11	15	535	630
Cook	236,709	227,469	421	423	68,875	73,195
Crawford	614	621	1	4	196	227
Cumberland	298	242	7	5	101	131
DeKalb	2,156	1,783	11	10	918	778
DeWitt	415	496	3	7	136	223
Douglas	345	365	2	6	166	167
DuPage	24,602	23,758	75	50	9,360	9,964
Edgar	524	500	5	3	153	207
Edwards	148	152	1	3	59	49
Effingham	1,147	1,142	8	9	474	530
Fayette	608	489	3	8	238	215
Ford	348	304	2	3	166	142
Franklin	965	1,044	11	5	421	509
Fulton	1,034	993	10	6	390	459
Gallatin	134	130	-	2	79	73
Greene	413	348	4	4	154	117
Grundy	1,249	1,153	9	9	430	430
Hamilton	138	162	-	-	44	59
Hancock	565	490	11	5	215	213
Hardin	106	86	-	-	59	67
Henderson	223	186	8	2	87	72
Henry	1,315	1,196	11	7	562	591
Iroquois	781	736	13	9	401	436
Jackson	2,029	1,860	9	6	836	820
Jasper	266	268	2	1	87	133
Jefferson	1,118	1,040	11	12	462	462
Jersey	654	597	6	6	302	291
JoDaviess	881	767	5	2	253	228
Johnson	318	262	3	2	87	97
Kane	12,827	12,159	39	34	4,936	5,154
Kankakee	3,192	3,086	13	22	1,652	1,757
Kendall	1,114	940	11	7	513	465
Knox	1,601	1,427	7	8	619	651
Lake	16,863	16,269	61	50	6,586	7,032
LaSalle	3,105	2,877	23	11	1,119	1,138
Lawrence	446	457	6	2	172	203

County Statistics
(continued)

COUNTY	NUMBER OF CRASHES 1991	NUMBER OF CRASHES 1992	PERSONS KILLED 1991	PERSONS KILLED 1992	PERSONS INJURED 1991	PERSONS INJURED 1992
Lee	1,229	1,131	11	6	428	367
Livingston	975	836	9	20	333	329
Logan	918	738	4	3	288	308
McDonough	935	953	3	6	269	331
McHenry	5,532	5,199	37	23	2,262	2,147
McLean	3,701	3,558	18	15	1,159	1,494
Macon	4,095	3,910	9	17	1,658	1,744
Macoupin	1,079	981	9	11	449	440
Madison	7,538	7,092	43	55	3,326	3,343
Marion	1,276	1,260	11	9	536	556
Marshall	297	290	9	5	111	107
Mason	354	343	3	3	103	150
Massac	423	400	5	4	174	148
Menard	224	167	2	-	109	90
Mercer	328	321	2	3	200	118
Monroe	543	501	3	5	283	290
Montgomery	937	784	4	4	389	358
Morgan	1,111	1,057	12	3	422	426
Moultrie	259	253	5	1	145	136
Ogle	1,370	1,350	6	13	514	463
Peoria	6,734	7,033	32	19	2,656	3,313
Perry	641	547	6	3	264	214
Piatt	256	260	2	3	140	121
Pike	766	700	6	5	215	180
Pope	105	99	1	1	56	53
Pulaski	187	189	2	-	76	111
Putnam	144	118	1	1	61	51
Randolph	910	800	8	10	281	384
Richland	403	445	3	4	171	208
Rock Island	4,721	4,346	16	16	1,961	1,914
St. Clair	7,493	6,957	47	39	3,640	3,790
Saline	786	774	3	6	339	331
Sangamon	6,626	6,518	28	15	2,598	2,824
Schuyler	266	245	3	1	57	61
Scott	175	195	1	2	66	73
Shelby	560	477	2	6	230	219
Stark	139	121	-	1	53	67
Stephenson	1,578	1,502	11	9	525	541
Tazewell	3,548	3,493	19	17	1,393	1,731
Union	565	586	5	5	229	250
Vermilion	2,507	2,375	10	11	961	1,157
Wabash	396	310	-	1	134	92
Warren	549	545	5	7	217	269
Washington	392	313	7	5	138	128
Wayne	474	503	6	6	174	184
White	459	444	7	3	191	171
Whiteside	1,525	1,642	11	14	526	611
Will	8,873	9,607	42	53	3,777	4,493
Williamson	1,650	1,780	11	21	652	759
Winnebago	7,446	6,581	26	31	3,619	3,476
Woodford	583	535	9	7	272	261
TOTALS	**427,960**	**410,980**	**1,448**	**1,384**	**145,610**	**154,621**

City Motor Vehicle Traffic Crash Statistics for 1991–1992

CITY	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		CRASH RATE per 10,000 Pop.	
	1991	1992	1991	1992	1991	1992	1991	1992
Cities with Over 250,000 population								
Chicago	147,447	143,036	254	248	37,059	40,314	529.7	513.8
Cities with over 50,000 population								
Arlington Heights	2,692	2,232	7	5	804	767	356.7	295.8
Aurora	3,960	3,766	7	9	1,661	1,821	397.7	378.3
Bloomington	1,833	1,685	2	3	505	651	352.7	324.7
Champaign	2,270	2,332	3	2	805	1,002	357.5	367.2
Cicero	2,717	2,592	7	3	863	784	402.9	384.4
Decatur	3,388	3,221	4	8	1,346	1,444	403.9	383.9
Des Plaines	2,415	2,146	3	2	778	716	452.1	401.8
Elgin	3,133	3,060	4	4	983	1,135	406.8	397.4
Evanston	2,703	2,691	-	1	856	922	369.1	367.5
Joliet	2,219	3,123	3	8	870	1,328	289.6	407.6
Mount Prospect	1,340	1,321	3	1	557	541	252.0	248.4
Naperville	2,395	2,129	4	1	838	867	280.6	229.2
Oak Lawn	1,456	1,201	5	2	648	557	259.2	213.8
Oak Park	1,658	1,551	-	4	495	566	309.1	289.1
Peoria	5,357	5,388	13	3	2,050	2,471	472.0	474.7
Rockford	4,528	3,927	7	13	2,386	2,220	323.6	280.6
Schaumburg	2,641	2,366	1	1	888	1,069	385.1	345.0
Skokie	3,125	2,651	1	4	1,013	1,081	525.8	446.1
Springfield	4,849	4,676	6	6	1,859	2,021	460.8	444.4
Waukegan	2,965	2,510	3	4	1,053	1,003	427.3	361.7
Wheaton	1,314	1,252	1	-	455	559	255.3	243.3
Cities with 25,000-50,000 population								
Addison	978	954	3	-	357	373	305.1	297.6
Alton	1,348	1,341	2	5	560	612	409.7	407.5
Belleville	1,645	1,559	6	3	662	710	384.5	364.2
Berwyn	1,437	1,400	2	-	418	445	316.3	308.2
Bolingbrook	802	763	5	1	348	385	196.4	186.8
Buffalo Grove	716	691	-	-	273	307	196.7	189.8
Burbank	534	522	2	-	160	164	193.5	189.1
Calumet City	1,664	1,497	2	4	594	609	439.7	395.6
Carbondale	1,011	906	1	2	465	420	374.0	335.1
Carol Stream	636	634	1	5	274	280	200.5	199.6
Chicago Heights	1,425	1,285	2	2	609	519	432.3	389.8
Danville	1,433	1,285	-	3	462	592	423.6	379.9
DeKalb	849	690	-	2	327	307	242.0	196.7
Downers Grove	1,634	1,569	3	1	622	651	348.7	334.9
East St. Louis	1,625	1,410	7	7	808	864	396.9	344.4
Elk Grove Village	1,525	1,407	1	4	469	500	456.2	420.9
Elmhurst	1,721	1,640	3	2	534	641	409.5	390.2
Freeport	855	829	2	1	292	277	330.9	320.8
Galesburg	1,011	868	-	4	315	390	301.5	258.9
Glendale Heights	864	994	3	1	344	455	308.9	356.1
Glenview	992	1,048	1	2	282	476	267.4	274.9
Granite City	1,148	1,035	4	4	413	453	350.3	315.8
Hanover Park	417	463	-	2	174	233	126.4	140.4
Harvey	1,568	1,392	8	4	671	564	526.7	467.6
Highland Park	700	655	1	-	292	373	228.9	214.2
Hoffman Estates	1,213	1,072	3	6	453	480	261.6	231.2
Kankakee	1,462	1,359	2	6	562	729	531.0	493.6

City Statistics
(continued)

CITY	NUMBER OF CRASHES 1991	NUMBER OF CRASHES 1992	PERSONS KILLED 1991	PERSONS KILLED 1992	PERSONS INJURED 1991	PERSONS INJURED 1992	CRASH RATE per 10,000 Pop. 1991	CRASH RATE per 10,000 Pop. 1992
Lansing	1,098	925	3	1	338	359	390.9	328.8
Lombard	1,203	1,196	2	-	514	520	305.3	303.5
Maywood	1,467	1,490	2	2	591	647	540.6	549.0
Moline	1,907	1,720	4	4	750	756	442.2	399.3
Niles	1,169	1,036	3	2	302	274	412.0	365.0
Normal	949	808	1	1	244	276	237.1	201.9
North Chicago	821	772	4	4	366	326	234.7	220.7
Northbrook	1,031	959	2	1	398	345	319.1	296.8
Oak Forest	487	539	2	1	217	304	185.9	205.7
Orland Park	918	886	2	3	380	439	257.0	219.5
Palatine	1,119	1,023	1	-	346	302	285.1	258.0
Park Ridge	1,242	1,025	1	1	322	298	343.3	283.3
Pekin	945	912	3	-	371	500	293.0	282.8
Quincy	1,312	1,322	1	1	430	491	330.6	333.2
Rock Island	1,071	1,012	-	2	400	397	263.6	249.1
Streamwood	477	475	1	-	167	206	152.9	152.3
Tinley Park	921	879	-	1	438	435	248.1	221.5
Urbana	917	834	4	1	319	299	252.3	229.5
Wheeling	1,004	983	4	1	323	409	335.7	328.6
Wilmette	932	834	-	2	246	236	349.1	312.4
Woodridge	441	412	-	-	159	207	168.0	156.9
Cities with 10,000-25,000 population								
Algonquin	347	322	1	1	186	154	297.5	275.4
Alsip	1,012	791	1	-	428	429	555.2	434.0
Bartlett	430	445	-	-	135	179	222.0	183.2
Batavia	390	377	-	-	115	131	228.4	220.8
Bellwood	717	532	-	-	264	201	354.2	262.8
Belvidere	366	289	-	-	107	84	229.4	181.1
Bensenville	913	911	2	2	283	303	513.9	512.7
Bloomingdale	924	1,108	2	-	400	460	556.2	666.9
Blue Island	348	841	-	2	286	336	399.9	396.6
Bourbonnais	288	292	1	-	128	125	206.8	209.7
Bradley	385	403	-	2	195	206	352.9	369.4
Bridge View	788	814	-	1	271	374	547.1	565.2
Brookfield	316	280	-	-	94	111	167.4	148.3
Cahokia	401	348	2	1	219	200	228.5	198.3
Canton	418	355	-	-	147	155	299.6	254.3
Carpentersville	530	518	1	2	177	236	229.9	224.7
Cary	186	162	-	-	47	50	185.2	161.3
Centralia	536	506	6	2	242	226	375.5	354.5
Charleston	444	431	2	2	122	172	217.7	211.3
Chicago Ridge	494	457	-	-	211	181	362.1	335.0
Collinsville	701	705	1	2	294	314	312.3	314.4
Country Club Hills	244	225	-	3	128	128	158.1	145.8
Crest Hill	361	385	1	1	166	221	328.3	350.0
Crestwood	359	327	-	1	168	155	331.7	302.1
Crystal Lake	839	941	1	1	254	301	342.3	335.9
Darien	398	349	-	-	169	148	196.2	172.0
Deerfield	555	484	-	-	158	156	320.3	279.3
Dixon	567	480	-	-	187	161	374.4	317.2
Dolton	926	877	1	1	355	362	386.5	366.1
East Moline	543	500	-	2	259	240	269.5	248.2
East Peoria	932	932	3	2	311	358	428.7	428.7
Edwardsville	414	528	2	1	190	191	284.0	362.1
Effingham	584	525	2	-	193	226	492.8	440.2
Elmwood Park	692	639	3	2	206	161	298.2	275.4
Evergreen Park	508	556	-	-	159	199	243.4	266.4
Fairview Heights	603	578	1	-	293	342	420.2	402.8
Forest Park	1,163	1,137	-	1	477	491	779.6	762.2

City Statistics
(continued)

CITY	NUMBER OF CRASHES 1991	NUMBER OF CRASHES 1992	PERSONS KILLED 1991	PERSONS KILLED 1992	PERSONS INJURED 1991	PERSONS INJURED 1992	CRASH RATE per 10,000 Pop. 1991	CRASH RATE per 10,000 Pop. 1992
Franklin Park	1,058	1,022	-	1	373	334	572.4	552.9
Geneva	464	407	-	-	150	107	367.8	277.8
Glen Ellyn	707	641	1	-	232	217	283.4	257.0
Godfrey	-	292	-	5	-	151	-	181.5
Gurnee	685	707	2	1	342	387	500.0	515.5
Hazel Crest	288	235	-	-	120	109	216.0	176.2
Herrin	305	292	1	-	95	106	280.9	269.0
Hickory Hills	372	404	-	-	155	178	285.7	310.3
Hinsdale	673	667	-	1	234	249	419.9	416.1
Homewood	440	430	-	1	227	222	228.2	223.1
Jacksonville	625	578	1	-	195	191	323.4	299.1
Justice	194	252	1	-	67	98	174.2	226.3
Kewanee	364	324	-	-	102	125	280.7	249.8
LaGrange	358	415	1	1	141	162	233.0	270.1
LaGrange Park	227	259	1	1	115	105	176.5	201.4
Lake Forest	443	429	-	-	184	182	248.4	240.5
Lake Zurich	446	402	1	1	186	197	298.8	269.3
Libertyville	662	689	4	-	273	365	345.3	359.3
Lincoln	435	331	2	-	119	124	282.1	214.7
Lincolnwood	764	672	3	1	221	214	672.2	591.3
Lisle	640	512	-	-	257	204	328.0	261.4
Loves Park	680	653	2	-	242	263	439.8	422.5
Machesney Park	334	295	1	1	148	114	175.5	155.0
Macomb	554	524	-	2	123	143	277.7	260.3
Marion	425	565	-	3	139	204	292.2	388.4
Markham	479	458	1	9	283	254	364.6	348.7
Matteson	406	378	1	2	202	197	356.8	332.2
Mattoon	571	590	1	1	220	202	309.6	314.5
McHenry	475	484	-	1	188	183	293.6	296.2
Melrose Park	1,364	1,290	3	2	446	491	653.9	618.4
Midlothian	458	431	1	-	189	205	318.7	299.9
Morris	350	320	-	-	92	154	340.8	311.5
Morton	320	290	-	1	100	140	231.9	210.2
Morton Grove	1,102	1,013	1	3	341	350	492.6	452.8
Mt. Vernon	612	563	2	3	234	224	358.3	329.6
Mundelein	595	657	1	1	184	259	280.5	309.6
Norridge	575	514	1	-	156	150	397.7	355.5
Northlake	440	384	1	1	111	133	351.9	307.1
O'Fallon	386	363	1	-	139	138	240.2	226.0
Ottawa	643	575	2	-	154	179	366.6	328.0
Palos Heights	315	289	-	-	113	118	274.4	251.8
Palos Hills	341	357	1	1	113	125	191.5	200.5
Park Forest	350	396	1	1	125	163	142.0	160.6
Pontiac	282	224	-	-	68	87	246.8	196.0
Prospect Heights	508	471	2	1	189	179	333.4	309.1
Rantoul	211	214	2	-	67	74	122.6	124.3
Richton Park	193	206	1	-	72	98	183.4	195.8
River Forest	530	486	-	1	142	184	454.2	416.5
Riverdale	318	341	-	-	143	169	232.6	249.4
Rolling Meadows	1,228	903	2	1	377	317	543.6	399.7
Romeoville	354	262	-	1	171	115	251.0	185.8
Roselle	479	468	2	2	178	165	230.1	224.8
Round Lake Beach	342	345	2	1	215	214	208.1	209.9
Schiller Park	601	647	-	-	175	215	537.1	578.2
South Holland	584	561	1	3	276	232	264.2	253.8
St. Charles	843	836	-	1	226	255	374.6	350.6

City Statistics
(continued)

CITY	NUMBER OF CRASHES 1991	NUMBER OF CRASHES 1992	PERSONS KILLED 1991	PERSONS KILLED 1992	PERSONS INJURED 1991	PERSONS INJURED 1992	CRASH RATE per 10,000 Pop. 1991	CRASH RATE per 10,000 Pop. 1992
Sterling	603	540	1	-	174	193	398.2	356.6
Streator	403	392	-	1	130	136	285.4	277.6
Taylorville	291	275	-	1	74	86	261.4	247.0
Vernon Hills	360	395	-	-	140	166	235.0	257.8
Villa Park	781	691	1	1	242	256	351.0	310.5
Warrenville	187	165	1	-	58	57	164.2	144.9
Washington	265	244	1	-	93	123	262.4	241.6
West Chicago	492	596	-	3	183	244	332.5	402.8
Westchester	472	447	-	-	210	195	272.8	258.4
Western Springs	208	176	-	-	70	44	174.0	147.2
Westmont	553	540	2	1	172	255	260.5	254.4
Winnetka	270	305	1	1	83	75	221.1	249.8
Wood Dale	334	352	1	1	115	132	268.8	283.3
Wood River	369	387	3	-	218	283	321.1	336.8
Woodstock	341	341	1	-	121	143	237.6	237.6
Worth	323	272	1	2	117	112	288.2	242.7
Zion	451	426	1	1	170	204	228.1	215.4
Cities with 5,000-10,000 population								
Antioch	264	257	-	-	92	87	432.4	421.0
Barrington	409	457	-	-	129	119	430.3	479.1
Bartonville	181	186	1	2	75	75	267.9	275.3
Beach Park	236	241	-	1	128	136	248.1	253.3
Beardstown	145	132	-	1	67	70	275.1	250.5
Benton	91	166	-	-	40	65	126.1	230.0
Berkeley	254	284	-	2	94	102	494.5	552.9
Bethalto	212	192	-	-	67	82	233.0	202.0
Broadview	353	316	-	1	98	101	413.4	370.1
Burr Ridge	209	190	-	2	86	104	272.5	247.8
Calumet Park	333	300	-	3	141	125	395.6	356.4
Carlinville	147	107	-	-	38	36	271.4	197.6
Carmi	123	110	2	1	42	38	220.7	195.5
Centreville	128	100	1	1	58	53	170.9	133.5
Chatham	57	49	-	-	29	10	93.8	80.7
Chester	219	145	-	-	52	64	266.9	176.7
Chillicothe	147	130	1	-	36	35	246.7	218.2
Clarendon Hills	178	136	-	-	30	52	254.5	194.5
Clinton	179	172	-	-	56	92	240.7	231.3
Columbia	95	70	-	-	48	40	172.0	126.7
Countryside	362	379	-	-	143	172	607.3	635.8
Crete	136	154	2	-	50	59	200.8	227.4
Creve Coeur	148	136	1	-	30	56	249.2	229.0
Duquoin	184	162	-	-	73	77	274.7	241.9
East Alton	235	252	1	3	109	132	332.7	356.8
Fairfield	182	179	1	1	44	67	334.6	328.9
Flora	139	117	-	-	37	49	275.0	229.7
Flossmoor	169	177	2	-	82	66	195.4	204.6
Fox Lake	198	193	2	-	69	86	264.8	258.1
Frankfort	230	184	1	-	100	93	320.3	256.3
Geneseo	96	78	-	-	28	26	160.3	130.2
Glen Carbon	162	146	1	1	81	49	209.5	188.9
Glencoe	185	112	1	-	40	32	217.7	131.8
Glenwood	153	147	-	-	39	59	164.7	158.3
Grayslake	179	160	-	-	56	54	242.3	216.6
Harrisburg	324	300	-	-	111	102	348.8	322.0
Harvard	158	148	-	-	74	54	264.4	247.7
Harwood Heights	347	323	1	1	99	133	451.8	420.6
Highland	182	164	-	-	63	55	241.9	217.3
Highwood	127	88	-	-	38	14	238.2	165.1
Hillside	684	613	-	2	231	218	891.6	799.0

City Statistics
(continued)

CITY	NUMBER OF CRASHES		PERSONS KILLED		PERSONS INJURED		CRASH RATE per 10,000 Pop.	
	1991	1992	1991	1992	1991	1992	1991	1992
Hoopeston	133	149	1	-	31	46	226.5	253.8
Inverness	80	94	-	-	35	41	123.0	144.5
Itasca	552	563	1	1	200	179	794.6	810.4
Jerseyville	222	219	-	-	78	71	300.7	296.7
Lake Bluff	122	122	-	-	40	44	221.3	222.4
Lake in the Hills	91	156	1	-	27	71	155.1	216.5
LaSalle	224	231	-	-	62	72	230.5	307.1
Lemont	227	226	1	-	67	72	308.9	307.1
Lindenhurst	41	49	-	1	22	30	51.0	60.9
Litchfield	150	108	-	1	54	26	217.9	156.9
Lockport	356	290	-	-	132	168	378.9	308.5
Lynwood	120	82	-	-	52	26	183.6	125.5
Lyons	516	436	2	1	224	220	525.0	443.6
Mascoutah	74	73	-	-	16	24	121.1	132.5
Mendota	85	74	-	-	16	21	121.1	105.5
Metropolis	191	195	2	-	71	77	283.6	289.6
Milan	246	206	-	-	115	89	427.6	358.1
Mokena	202	202	-	1	100	80	329.6	239.1
Monmouth	263	255	-	2	86	109	277.2	268.7
Mount Carmel	254	202	-	-	54	56	306.5	243.8
Murphysboro	251	172	2	2	91	88	273.5	187.4
New Lenox	205	224	1	1	87	67	213.1	232.9
North Aurora	176	183	-	-	81	77	296.3	304.5
North Riverside	359	344	-	1	105	129	580.9	556.6
Oakbrook	766	741	3	1	298	316	843.0	815.5
Olney	191	238	-	-	82	134	214.4	267.1
Orland Hills	49	41	-	-	15	24	88.9	74.4
Pana	154	125	-	-	34	29	265.7	215.7
Paris	269	247	2	1	81	97	299.3	274.8
Peoria Heights	153	148	1	-	53	69	220.8	213.6
Peru	329	340	-	-	96	117	353.7	365.5
Plano	88	106	-	-	32	44	172.4	207.7
Princeton	217	252	-	-	60	81	301.5	350.1
River Grove	503	510	-	2	224	223	505.0	512.0
Riverside	284	320	-	-	88	111	323.7	364.7
Robbins	137	90	1	3	94	64	182.7	120.0
Robinson	184	166	-	-	43	58	273.0	246.3
Rochelle	272	245	-	1	71	53	310.2	279.4
Rock Falls	311	291	-	-	98	98	322.1	301.4
Salem	206	197	-	-	59	86	275.8	263.7
Sandwich	144	126	3	-	66	37	256.8	224.7
Sauk Village	76	69	-	-	25	25	76.6	69.5
Shorewood	172	203	-	1	51	91	274.6	324.1
Silvis	157	180	1	-	58	81	226.7	259.9
South Elgin	121	103	-	-	53	27	161.9	137.8
Spring Valley	91	99	-	1	27	35	173.5	188.7
Steger	224	188	-	2	92	71	261.0	219.0
Stickney	105	76	-	-	21	24	184.9	129.9
Summit	564	493	1	2	151	186	565.6	494.4
Swansea	216	228	1	-	134	124	263.4	278.0
Sycamore	203	187	1	-	51	53	209.1	192.6
Troy	62	67	-	-	35	21	102.5	110.8
University Park	104	102	1	-	58	30	167.6	164.4
Vandalia	200	82	2	2	43	41	327.1	134.1
Washington Park	161	207	-	4	65	85	216.7	278.6
Waterloo	111	110	1	1	56	43	218.8	216.9
Watseka	97	89	-	-	44	45	178.8	164.1
Wauconda	113	91	1	2	38	33	179.5	144.6
West Frankfort	249	249	-	-	88	137	292.0	292.0
Willowbrook	389	337	2	1	194	133	447.1	387.3
Winfield	126	129	1	1	37	45	177.6	181.8
Winthrop Harbor	81	53	-	-	42	23	129.8	84.9

Illinois Traffic-related Key Events

January	1933	Legal age for alcohol consumption established at 21 years of age for males and 18 years of age for females.
January	1946	Illinois safety responsibility law enacted.
January	1963	Legal minimum drinking age established at 21 years of age.
January	1967	Driving while intoxicated (DWI) law changed to include driving under the influence of drugs.
January	1968	Mandatory motorcycle helmet usage law for all riders enacted.
May	1969	Motorcycle helmet usage law repealed.
October	1972	Implied consent law implemented.
January	1973	Legal minimum drinking age changed to allow 19 and 20 year-olds the right to purchase and consume beer and wine.
February	1974	Maximum speed limit reduced to 55 m.p.h.
October	1977	Law amended to report crashes with damage in the amount of $250 (previously $100) or more.
January	1980	Legal minimum drinking age re-established at 21 years of age for all consumption, purchase and possession of alcoholic beverages.
January	1982	New driving under the influence (DUI)/implied consent law established illegal per se at 0.10 and toughened penalties.
July	1983	Child Passenger Protection Act became effective and required that children under age 4 must be secured in a child restraint system and 4 and 5 year-olds must be secured in either a safety seat or by a safety belt.

Key Events
(continued)

July	1985	Safety belt law enacted to require safety belt use by drivers and front seat passengers. Initially, violation of the law was a primary offense.
January	1986	Color coded license established for drivers to distinguish between drivers under 21 years of age and drivers over 21 years of age.
January	1986	Statutory summary suspension established to strengthen DUI laws.
May	1987	Speed limit on rural interstates raised to 65 m.p.h. for first division vehicles and second division vehicles carrying less than 8,000 lbs.
January	1988	Safety belt law amended to make non-use of safety belts by drivers and front seat passengers a secondary offense.
January	1990	Mandatory insurance law enacted to require minimum liability limits.
January	1991	Child Passenger Protection Act amended to require any person who transports a child to do so according to the established law. Parents or legal guardians are responsible for providing the safety seat.
January	1992	Law enacted requiring crashes with damage in the amount of $500 or more be reported.
April	1992	Law enacted to require commercial drivers license if operating a Class A or Class B vehicle.
January	1994	Child Passenger Protection Act amended to remove the Illinois residency requirement and medical exemption clause.

Glossary

BAC
Blood Alcohol Concentration. A BAC of 0.10 or greater is the level at which a driver is considered legally intoxicated in Illinois.

CRASH
An occurrence which originates on public roadways involving a moving motor vehicle producing death, injury, or property damage in excess of $500.

DRIVER
An occupant who is in actual physical control of a motor vehicle or, for an out-of-control vehicle, an occupant who was in control until control was lost. When the term driver is used, it includes drivers of all types of motor vehicles, including cars, vans, pickup trucks, motorcycles, tractor-trailers, emergency vehicles and buses.

FARS
Fatal Accident Reporting System

FATALITY VS. FATAL CRASH
A fatality is a death that results from a traffic crash. A fatal crash is a motor vehicle crash (single or multiple) that results in the death of one or more persons. A fatal crash can cause one or more fatalities.

INJURY CRASH
Any motor vehicle crash that results in one or more injuries.

"A" INJURY (Incapacitating injury)
Any injury, other than a fatal injury, which prevents the injured person from walking, driving or normally continuing the activities he/she was capable of performing before the injury occurred. Includes severe lacerations, broken limbs, skull or chest injuries, abdominal injuries.

"B" INJURY (nonincapacitating injury)
Any injury, other than a fatal or incapacitating injury, which is evident to observers at the scene of the accident. Includes lump on head, abrasions, bruises, minor lacerations.

"C" INJURY (possible injury)
Any injury reported or claimed which is not either of the above injuries. Includes momentary unconsciousness, claims of injuries not evident, limping, complaint of pain, nausea, hysteria.

LOCATION (URBAN)

Includes locations in or adjacent to a municipality or other urban area of over 5,000 population.

LOCATION (RURAL)
Includes all other locations.

MILEAGE DEATH RATE
Fatalities per 100 million vehicle miles of travel (VMT).

MOTORCYCLIST
Any occupant, either driver or passenger, of a motorcycle.

NS
Not stated

PEDALCYCLIST
Any occupant of a non-motorized vehicle which is propelled by pedaling. Included in this pedalcycle category are bicycles, tricycles, unicycles, and big wheels.

PEDESTRIAN
Any person who is not in or on a vehicle.

SENIOR DRIVER
Any driver who is 65 years of age or older.

TRACTOR-TRAILER
Alternative term for semi-truck.

TRAVEL
Vehicle miles driven.

WORK ZONE CRASHES
Determined by location only. These are crashes that occur in the vicinity of roadway construction workers or designated work zone areas.

YOUTHFUL DRIVER
Any driver who is between the ages of 16 and 20.

Division of Traffic Safety Programs

In addition to collecting and analyzing traffic crash data, the Division of Traffic Safety has ongoing safety programs which focus attention on specific areas of concern. Information on the programs listed below can be acquired by calling the telephone numbers listed below or 800-526-0844 (TDD only). You may also request the information by writing the Department of Transportation, Division of Traffic Safety, 3215 Executive Park Drive, P.O. Box 19245, Springfield, IL 62794-9245.

Accident Information and Utilization (217) 782-2575

- Local Accident Reference System (LARS) Program
- State route crash data
- Crash data:
  Pedestrians, Pedalcycles, School Buses, Motorcycles, Tractor-trailers, Deer and Trains
- Fatal Accident Reporting System (FARS)

Safety Projects (217) 782-5865

- Safety belt and child passenger safety
- Drunk or drugged driving
- Sign upgrades for local communities
- Traffic law enforcement
- Operation Buckle Down

Commercial Vehicle Safety

- Motor Carrier Safety (217) 785-3064
- Hazardous Materials Transportation (217) 785-1181
- Commercial Vehicle Safety Audits (217) 785-1181
- Periodic Vehicle Inspection (217) 785-3064
- School Bus Safety Inspection (217) 782-2920

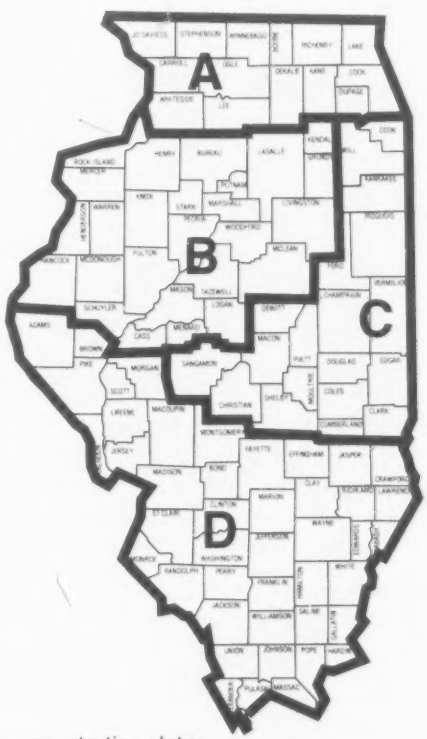
Motorcycle Rider Training Program

A. Northern Illinois University
Motorcycle Safety Project
College of Continuing Education
DeKalb, Illinois 60115-2854
800/892-9607
815/753-1683

B. Illinois State University
Motorcycle Safety Education
Health Science Department
Normal, Illinois 61761-6901
800/322-7619
309/438-2352

C. University of Illinois
Motorcycle Rider Program
145 Children's Research Center
51 Gerty Drive
Champaign, Illinois 61820
800/252-3348
217/333-2106

D. Southern Illinois University
Center for Injury and
Worksite Health Promotion
Southern Illinois University at Carbondale
Carbondale, Illinois 62901-6731
800/642-9589
618/453-2877



For motorcycle training course enrollment and information on course starting dates, times, and locations, contact your Regional Center by telephone or call 800/526-0844 (TDD only).

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